

NEW YORK HERALD.

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AMUSEMENTS THIS EVENING.

BOVEY THEATRE, BOWERY—Uncle Tom's Cabin.

BROADWAY THEATRE, BROADWAY—My Young Wife and the Old Currier.

BURTON'S THEATRE, CHAMBERS STREET—A Pretty Piece of Business.

NATIONAL THEATRE, CHAMBERS STREET—A Pretty Piece of Business.

WALLACK'S THEATRE, BROADWAY—Soldier's Courtship.

AMERICAN MUSEUM, ASTOR—The Spectator.

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large rivers not set down on any map. The company crossed the Isthmus of Darien in eighteen hours, and the tenor of their report there appears little doubt of the feasibility of constructing the proposed canal, although such an undertaking will meet with many obstacles, both from the nature of the country and the hostility of the Indians, particularly on the Atlantic side, where they are reported to be arming with the intention of making a desperate resistance to the encroachments of the whites. New discoveries have been made of extensive beds of precious metals, and of quarries of fine marble, in Chili. So far as appearances are concerned the miners of that country are in a most flourishing condition; but the reality of the people there, as in nearly every other part of South America, are kept in a perpetual state of excitement by political and religious feuds, in consequence of which a majority of the people are likely to remain poor and miserable until they are enlightened by the Americans and English, who are fast taking up their abode among them. The inhabitants of Valparaiso have been much pleased with the announcement that they are hereafter to be supplied with North American flour at the rate of four cents per pound, which is cheaper than they can procure from any other source.

By way of Panama we have received a letter from our Melbourne correspondent, and have files of Australian papers to the 15th of November. The news, though not very important, is varied and interesting. We have additional particulars respecting the occupation of New Caledonia by the French, and the probable consequences of that act on the conflict of English and French policy toward the Polynesian islands. A Sydney correspondent of the Melbourne press reports the abandonment of the Orange river sovereignty by the British. Active preparations were making to colonize the banks and drive a line along the sides of the newly explored Murray river. A very exciting sailing match had taken place on the waters of Port Phillip, between the American schooner *Pride of the Sea*, built by George Steers, and the English yacht *Leda*, in which the latter was far distanced. Captain Forde, U. S. A., of Salem, Mass., died of fever in Melbourne on the 30th of October. A party of Americans had contracted with the corporation of Melbourne for cleaning and watering the streets of that city, from which we presume they are entreprising New Yorkers, who are aware that a sincere such speculators enjoy at home. A number of United States newspapers had landed in Melbourne, and created quite a jealousy amongst the newspaper folk by their eager business habits. The last trade reports and gold circulars are given.

Advices from Kingston, Jamaica, to the 28th ult., announce that the House of Assembly and Board of Council were in session. On the 24th ultimo the Hon. Mr. Porters called the attention of the latter body to the recent "Emancipation" order of the Captain General of Cuba, and urged that the labor market of Jamaica should be replenished by a government importation of the negroes freed thereby. It was resolved that a deputation from the Board should wait upon the Governor of Jamaica, and request him to put himself in communication with the English Consul at Havana on the subject, with a view to ascertain how far advantage could be taken of the African liberation policy of Spain.

In a communication from the Comptroller to the Board of Aldermen, that functionary recommends a revision of the ordinances prescribing the powers and duties of several departments. The Comptroller states that several heads of departments have been in the habit of lodging the public money received by them in banks, and placing the interest to their own credit, instead of to the credit of the county. The reformer will doubtless be glad to this.

The Reverend Samuel Ogden delivered a lecture last evening before the members of the Mercantile Library Association, upon "Our Old Men and Our Young Men." The reversed lecturer had a very large audience.

Rev. E. H. Chapin delivered a lecture last evening on the life of John Hampden, but owing to the want of room, we are compelled to omit reports of two or three other lectures which we have in type. If possible we shall publish all of them tomorrow.

Our telegraphic despatches contain various accounts of maritime and railroad accidents, political, commercial and general news, to which, as well as to a large amount of other interesting matter, we cannot afford space for particular reference.

The Cunard steamship *Africa* is nearly due at this port, with three days later advices from Europe. She is now in her fourteenth day.

The *Spoilsman at Washington and Albany*.

We draw particular attention to the very able and lucid report of Mr. Englebar McAlpine on our works of internal improvement in general and the proposed canal enlargement in particular. A perusal of this excellent document cannot fail to convince every one that had the enlightened policy pursued by De Witt Clinton and his contemporaries been steadily followed up to the present day, the New York canals would by this time have furnished not only ample means for their own enlargement and completion, but a surplus fund over and above all charges. Had the tolls been kept at the rates that existed some years ago, they would now be pouring several millions into the State treasury, and instead of promising to become a drain upon the public would have provided our State government with all the money it required. The reduction of the tolls benefited no one but the forwarders. The public derived no advantage from it, as it made no sensible alteration in the price of produce; and as, according to Mr. McAlpine, the railroads could not compete with the canals for the carriage of bulky articles, it conferred no benefit on the State. The traffic would have been the same. If there had been no diminution of the tolls, it was done simply in order to put money into the pockets of the forwarders who were in league with the politicians and schemers at Albany; and the consequence now is that we are called upon to raise ten millions and a half to make up the deficit caused by their reduction.

We have on more than one occasion sketched the delinquencies of the politicians at Washington. Our calculations on the subject of the public plunder in the way of patent renewals, railroad and other stock-jobbing schemes and slices of the surplus revenue, have enabled us to fix the sum for which politicians are now scrambling at something like five hundred millions of dollars. It would seem to us at the prospect of so much plunder, that we should be inclined to give up the idea of the canal, and to let the politicians fight it out, as the only thing they can do is to squander the canal revenues under the present constitution and then ask the people to run into a fresh debt of ten millions for the pretended purpose of enlarging them. Accordingly we find them joyfully ratifying the amendment passed last session, and coming forward in hand to the people with a request for ten millions of money to complete the private fortunes of the speculators, contractors and stock jobbers at Albany, under pretence of completing the canals.

It has been generally estimated that when

public money passes through the hands of such men as these, about one half is usually pocketed by the contractors, speculators, politicians, members of the Legislature and editors favorable to the scheme. This estimate is a liberal one, perhaps, too liberal to the State; it would be well for us if the public works always got half the amounts voted to them. With this exception, refresh in their minds, the people of this State will be called upon next Wednesday to say whether or no they will sanction a new loan of \$10,000,000, or in other words whether they will put \$5,000,000 of money into the pockets of the politicians, speculators, editors and others who are interested in carrying through the amendment. If the people think these parties deserve a reward from the public for their devotion to party interests and private speculations, let them have it by all means; though perhaps it would be more straightforward to call things by their names, and vote five millions of hard cash directly to the operators. It must not be supposed that we are exaggerating the case. Most of our readers recollect the beautiful division which was made of the nine millions formerly voted for the enlargement of the canals, and recited by the Court of Appeals from the jaws of the speculators and spoliemen who were to have had such a pretty percentage thereon. Nor has it been entirely forgotten that some of the present editors or proprietors of the New York *Daily Times* figured in the list of the would-be shareholders in that slice of the spoils. It is well to bear these reminiscences in mind as we read the apologies now published by our Seward contemporaries for the proposed amendment. The most charitable can hardly help thinking that many of the defenders of the scheme have as good reasons for their present as they had for their former course.

In point of fact, the canal system of this State is thoroughly understood by every one, and it will not be as easy to throw dust in the eyes of the public as these newspaper editors believe. The present plan of enlargement was adopted by the people after mature deliberation, and the bulk of our citizens are still as firmly convinced as they ever were that it is the only sound, proper and judicious one. If, with the glorious traffic now carried on between the seaboard and the West, with the splendid business of which the canal enlargement party boast so loudly, the New York canals cannot provide a fund for their own completion, as provided by the constitution, then they do not deserve to be completed. Had they belonged to private individuals, we have not the smallest doubt that they would by this time have furnished ample means for their enlargement and completion. They have not done so, simply because the wire pullers at Albany did not desire that they should; as they would then have had no opportunity of plundering the State of four or five millions of dollars. These plunderers ought now to be taught that the people will not be deluded any longer. The old system recognized by the constitution is the only safe one. We must adhere to it; and while we give to the politicians at Albany due credit for having matured a scheme which certainly leaves the most important of the Washington operations far in the shade, we must use the power we have retained in our own hands to prevent these spoliemen robbing us of five millions of dollars.

What is this Legislature which calls upon us to incur a fresh debt of \$10,000,000? In all our experience we never remember to have seen a more utterly worthless and abandoned set of politicians assembled together. Men sent to the Legislature by corruption, by mistake, by every means and every influence except that of character, integrity or talent; the outgrowth of fanatical agitation, and the apostles of every absurdism that unrestrained license of opinion ever begot; blind preachers of teetotalism, crazy apologists for women's rights, lunatics born so, and lunatics made so by spiritualism; such are the individuals who represent us at Albany, and propose to run us in debt ten millions more. Shall we vote to plunge ourselves and our children into debt to raise money for such men as these—for legislators like Mr. Leigh, who has distinguished himself so signally by his base, vulgar and ridiculous attack on the barroom of the St. Nicholas Hotel—one of the best and most magnificent hotels in this or any other country?

The people will answer. We say, let the canals complete the canals. If they are properly managed, and let alone by schemers and spoliemen, they can do it.

PUBLIC OPINION IN THE METROPOLIS ON THE NEBRASKA QUESTION.—Upon every great question for the last fifteen years, since the independent press became a power in the land, the position assumed by the leading journals of this metropolis, whose circulation gives them the largest access to the public mind, has invariably foreshadowed the ultimate action of Congress. The political revolution resulting in the election of General Harrison, the annexation of Texas, the war with Mexico, and the compromise measures of 1850, which were respectively the great issues of their day, were each and all first foreshadowed by the metropolitan press of New York.

How stands the question now with regard to Nebraska? We are as yet only upon the threshold of the agitation of this subject; but the position of our daily city journals of the English language already indicates the success of the bill of Mr. Douglas. From the best returns that we can command of the aggregate circulation of our English dailies for the Nebraska bill and against it, they foot up as follows:—

For the Nebraska Bill.	Against it.
<i>The New York Herald</i>	10,000
<i>The New York Tribune</i>	10,000
<i>The New York Times</i>	10,000
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